

Approved For Release 2001/03/05 : CIA-RDP82-00457R006700

INFORMATION REPORT

CD NO.

Trn
169

COUNTRY USSR (Leningrad Oblast.)

DATE DISTR. 27 Feb. 1952

SUBJECT Airfields Near Levashovo and Sestretsk
(Leningrad/Gorskaya)

NO. OF PAGES 3

PLACE 25X1C
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SUPPLEMENT TO
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1. The airfield west of Levashovo (60°06'N/30°12'E), Leningrad Oblast, could not be observed because of a strip of woods. Two three-story barracks buildings, occupied by air force soldiers and engineers, were just south of a road leading in a westerly direction from the Levashovo railroad station to the airfield. About 100 meters southeast of the barracks buildings, construction work was in progress on cantonment buildings for the Svetlana Lamp Factory, Leningrad. The road to the airfield was blocked to civilian traffic by a barrier, 200 to 300 meters west of Levashovo.
 2. Four-engine and twin-engine aircraft, the latter with nose wheels, approached the field from the east. A maximum of four four-engine planes and about three or four twin-engine planes were seen in the air at the same time.
 3. The airfield southeast of Sestroretsk (60°05'N/30°00'E), Leningrad Oblast, was east of the Leningrad-Viborg (60°42'N/28°46'E) railroad line and just south of a road running in an easterly direction. The field was about 2 km square. Two four-story quartering buildings, about 80 meters long and apparently new, a corrugated sheet-metal hangar, and a medium-size wooden cantonment building with a wind cone were on the northwestern edge of the field. A woods was east of the field.

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Document No. 003
 No Change In Class. ☐
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 Class. Changed To: TS S C
 AUTHORITY: HR 70-2
 03/05/98 CIA RDP82-00457R00060
 Date: 11 JUL 1978 By: 0000

Approved For Release 2001/03/05 : CIA-RDP82-00457R000700160004-1

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4. The field was occupied by twin-engine planes with two radial engines, single-rudder assemblies, nose wheels and aircraft guns. Practice flights were made with biplanes. No night flights were observed.
5. The airfield was about 2 km southeast of the Sestroretsk railroad station and about 1,200 meters east of the Leningrad-Sestroretsk railroad line. It was bordered by woods on the east and extended about 3 km from north to south and about 2 km from east to west. There was a M-S concrete runway, about 1,000 meters long. On the northwestern edge of the field were hangars and barracks buildings with a normal capacity of from 300 to 1,000 men. Villa-like houses, apparently officers billets, were beside the barracks. Three AAA guns of light and medium calibers were emplaced on an elevation in the northeastern corner of the field.
6. Single-engine low-wing monoplanes with in-line engines, radiators under the engines, and plexiglass cockpits, made daily individual flights, flew acrobatics, and made formation flights with up to 30 planes.
7. Soviet civilians said that officers or officer candidates were given pilot training at the field.
8. The airfield was south of the Sestroretsk railroad station and about 1 1/2 km east of the Leningrad-Viborg railroad line. The road leading to the southern edge of the field was built in 1948/1949. All supply traffic to and from the field passed along this road. Several hangars and two-story buildings were in the northeastern section of the field. The barracks buildings on the northwestern edge of the field were occupied by pilots and AAA soldiers. Three AA guns of 40 to 50 mm caliber were emplaced in each corner of the field.
9. The field was occupied by 50 to 60 single-engine low-wing monoplanes with in-line engines and retractable landing gears. There was much daytime flying. Individual flights, acrobatics and formation flights, by three, six, nine, and eighteen planes were observed.
- 25X1C 10. According to rumors [REDACTED], 18-year-old girls were also being trained.
11. The airfield south of Sestroretsk, about 2 km east of Porpovka, was about 3 km in size. There were three four-story buildings, two of them white-washed structures, and a red brick building, each from 60 to 70 meters long, and a hangar with a vaulted roof.
12. The field was heavily occupied by air force soldiers. Many air force officers were seen in the area of the field. Most of these men were living with their dependents in villas in Porpovka.
13. A minimum of 50 single-engine fighters with in-line engines and retractable landing gears, and some biplanes were always parked at the field.
14. There was much daytime flying. Individual flights and formation flights of up to 30 planes, the take-offs made in elements of three, were observed. Acrobatics, firing at sleeve targets and individual parachuting from biplanes were also practiced.
15. Another airfield was observed in May 1949 during two night rides from Sestroretsk. The field was located along the gravel road leading easterly from Sestroretsk, across the Leningrad-Viborg military road and to the Leningrad-Keksholm gravel road. The latter road paralleled the Leningrad-Viborg road at a distance of about 25 km. The field was about 5 km west of the road junction. The landing field extended just along the road. There were night lighting facilities. On the other side of the road was a large block of log houses and cantonment buildings which were brightly illuminated at night. Large planes with navigation lights were parked on the field. There was much night flying.

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-2-

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16. The field was about 4 km southeast of Sestroretsk and was bordered by woods on the southeast. Barracks buildings for the flying personnel were on the northern edge of the field.
17. The field was occupied by radial-engine biplanes, and by single-engine, low-wing monoplanes with an in-line engine, retractable landing gear and two open tandem seats.
18. Individual parachute jumps were made over the field. Ten parachutists sometimes jumped from 10 planes. Containers suspended from parachutes were also dropped occasionally.
19. Another airfield was observed in the fall of 1949 on several truck rides. The field was about 8 km north of Levashovo, just east of the road running in a northern direction. It was about 2 km long and was bordered by a large woods on the north. Soldiers wearing air force uniforms were seen near a two-story stone building in the northern section of the field. Some wooden houses were along the road.
20. Twin-engine planes were parked on the edge of the field. They were never seen in the air.

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